AMENDMENTS TO THE SPECIFICATION

On page 1, please amend the paragraph beginning at line 22 as follows:

Automated clutches are being used to a growing ~~extend~~ extent not only for the increase in comfort that they provide but also for their potential advantage to save fuel in motor vehicles.

On page 2, please amend the paragraph beginning at line 22 as follows:

The inputs of the control device 14 are connected to sensors which may be arranged in the power train. The sensors may include, e.g., a pressure sensor 18 to determine the intake suction pressure of the engine 2, an rpm-sensor 20 to determine the rpm-rate n_M of the engine crankshaft, a sensor 22 to detect the depression angle α of an accelerator pedal 24, a sensor 26 to detect the position of the selector lever 12, and a further rpm-sensor 28 to determine the rpm-rate of the drive shaft 8 [[2]].

On page 5, please amend the paragraph beginning at line 17 as follows:

A piston 38 moving in a hydraulic master cylinder 36 has a shaft 40 with a spindle profile that engages an internal thread of a gear 41 which, in turn, meshes with a pinion gear 42 of an electric motor 43 that is controlled by the control device 14 (Figure 4). The electric motor can be of any appropriate type and is controlled, e.g., by a pulse-width-modulated signal. A stepper motor represents an advantageous choice. The master cylinder 36 has a snifting bore 44 connected to a compensation reservoir (not shown) by way of a conduit 45. A conduit 48 leads from the pressure compartment 46 of the master cylinder 36 to a slave cylinder 50 containing a piston 52 connected for example by a piston rod to the clutch release lever 54 which represents an actuating element. The position A, generally referred to as the snifting position, represents the point at which the build-up of clutch-actuating pressure begins in the pressure compartment 46 after the piston 38 has moved to the right of point A in Figure 11 [[4]].